

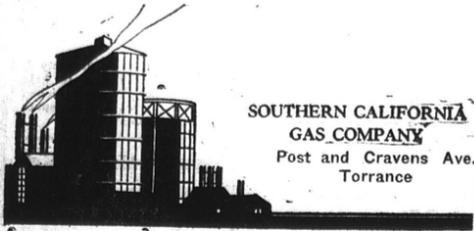
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Yes, summer time is travel time. Go East now... over the Union Pacific... through America's most marvelous scenic area at a substantial saving in fare. Inexpensive side trips take you to Zion and Bryce Canyons, Cedar Breaks, Kaibab Forest, Grand Canyon National Park and Yellowstone. And you can visit Salt Lake City, Denver, Rocky Mountain National Park and Colorado Springs without extra train fare.

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Chicago	90.30	New York City	151.70
Dallas	75.60	St. Louis	85.60

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What the 1927 Legislature Did To the California Motor Laws

Editor's Note.—This is the first of a series of articles prepared for The Torrance Herald and The Lomita News by Ivan Kelso, chief counsel of the Automobile Club of Southern California, on new laws affecting motor car owners and drivers which become effective July 29.

The 1927 Legislature has lately adjourned. It is a favorite pastime to poke fun at our legislators, both national and local. Will Rogers told the Legislature he was glad to appear and address them and thus take up their time, because they wouldn't be doing anything worth while, anyway; and this attitude is typical.

Such remarks merely evidence our inclination to treat serious subjects lightly, rather than an actual contempt for our governmental representatives.

There is reason why we should treat our legislators with respect. First, we choose them, and if they are uninformed, or stupid, or lacking in moral fiber, we are estopped to deny that they are representative. Second, in the main they make an honest effort to express our wishes. I have had no contact with Congress, but I have closely watched the work of the past four sessions of the California Legislature, and it is my honest conviction that our legislators are sincerely trying to discharge their full duty.

I shall write about two important subjects considered in the present series, namely, the advancement of (1) street and highway safety, and (2) state and county highway maintenance and development.

In the articles to follow I will show (a) the legislature has done about the examination of applicants for operators' licenses; (b) about the reporting of accidents in which persons are killed or injured; (c) about the effort to reduce grade crossing accidents; (d) about compulsory automobile liability insurance; (e) about the railroad stop rule; (f) about added protection to the pedestrian; (g) about the changes in the vehicle act; (h) about the added gas tax; (i) about the measure allocating highway maintenance and construction funds to the south; (j) about the increase in the fee on the heavy trucks; (k) about the new speed limit, etc.

Recently I returned from a two-day safety conference held in Berkeley which was dubbed by some wag as a conference to bring about more and better accidents. It was revealed at this conference that over 23,000 persons lost their lives in traffic accidents in the United States last year. California made a startling contribution to this total, and it is high time we made a serious effort to reduce it.

EXAMINATION OF OPERATORS Almost everyone has some suggestion for the improvement of conditions, but the suggestion most frequently made is that we should examine the drivers of motor vehicles as to their fitness to drive, both mentally and physically, and exclude the unfit. An approach to this condition was made two years ago by permitting the division of motor vehicles to conduct an examination when it considered one necessary. A further step was taken at the 1927 session by requiring the division to examine all applicants for operators' licenses.

There is still a long step or two to be taken before we are really efficient in this connection. We need a standard of examination which will unfailingly reveal the unfit, and many urge that all who now have licenses should be subjected to a proper test. But we can take only one short step at a time. The examination of all who apply will weed out some of the unfit.

Reo Commercial Units Arriving In California

Nine New Commercial Chassis in Line Now Coming Out

Announcement from the Motor Car Company of California, with headquarters in Los Angeles, says that the new line of Reo commercial units has started arriving in Southern California.

There will be nine different commercial chassis in the Reo Speed Wagon line, according to information received from the factory at Lansing by M. J. Fix, local Reo dealer.

Hauling capacity will range from 1000 pounds to a heavy-duty unit built to handle two to three tons. The smallest job, to be known as Speed Wagon Junior, is one of the models which have been received in Los Angeles for display purposes. No deliveries can be made until further shipments arrive from the east, which will be in the near future, Mr. Fix believes.

This unit is on a 114-inch wheelbase, with four-wheel brakes and balloon tires. It is designed for small, light cargoes, such as florists, grocers, cleaning establishments, etc., have to deliver. The next larger size is called the Speed Wagon Tonner, with a 1/2- to 1-ton capacity. This model has not arrived.

The Standard Speed Wagon, with 133-inch wheelbase, four-wheel brakes, and many improvements in motor, body and chassis, is now on display in Los Angeles and will be shown here shortly. This and the Junior are the only two models which have been received in Southern California thus far.

Above the Standard Speed Wagon in capacity size are two other models, the Super Speed Wagon and the Heavy Duty. The former will have a wheelbase of 148 inches, and the latter 159 inches. On the Heavy Duty chassis, also, will be a dump truck with 131-inch wheelbase, and a bus with 175-inch wheelbase. It will be several weeks before these units can be supplied for Southern California, says M. J. Fix.

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Deposits Increase/ 31,000,000 Dollars In Bank of Italy

An index to the statewide prosperity of California is furnished in the current mid-year statement of the Bank of Italy showing a gain in deposits during the past three months of more than \$31,000,000. The complete statement has been published.

Aggregate deposits of the bank are in excess of \$600,000,000, as compared with \$569,000,000 at the time of the last report, March 22. The increase, therefore, has been at the rate of more than \$2,250,000 a week for the entire period. At the same time the number of depositors has grown from 1,065,000 to 1,140,000, easily preserving for the Bank of Italy its rank as first in the United States in point of patronage.

Resources of the bank have increased \$21,000,000—from \$654,000,000 to \$675,000,000—during this same period. The chief gains, in addition to deposits, are shown in the surplus and profit account, where an increase of over \$3,000,000 is shown.

James A. Baicalupi, president of the bank, said that the quarter just closed has been one of the most satisfactory in the history of the institution. "The more than three millions of dollars added to the surplus and profits account after all charge-offs, deduction of expense items, payment of interest and dividends, while accounted for in part by certain profits accruing from adjustments upon the perfection of the bank's consolidation, still evidences the substantial progress the bank is making. The fact that our board of directors has seen fit to increase the dividend rate is in itself ample proof of their confidence in the earning power of the institution."

The Bank of Italy, together with the National Bank Italy Company (formerly the Stockholders Auxiliary Corporation), the stock of which is owned by the stockholders of the bank, now has a combined capital investment of \$100,000,000.

Indian Tales' Vivid Coloring In Fair Plans

Noble Red Man Will Come to Life at Orange County Exposition

SANTA ANA, July 14.—The noble red man, with his picturesque beads and feathers, is to live again.

His span of life, according to a decision recently made here, will be a short one, it having been voted to dedicate in part the five days of the Orange County Fair, which opens September 5, to an elaborate recital of the American Indian's greatest historical achievements.

Already elaborate plans are being made for causing the fair grounds on the state highway, midway between here and Anaheim, to take on the atmospheric appearance of an Indian village. Huge set pieces and bits of enormous statuary commemorating the deeds of the copper-colored American are being constructed at a rapid rate. H. A. Lake of Garden Grove, president of the exposition, declared the show is being constructed on double the scale planned for the event last year. As a result, he anticipates attendance of 140,000.

Entertainment and spectacular features are to consist of a rodeo, sham battle, horse show, and special Scio's night, in addition to the usual vaudeville and music events. The other divisions of the exposition, according to J. R. Hunt, managing director, are dedicated to agricultural, industrial, automotive, women's work, live stock, farm implements, dogs, poultry, rabbit and pigeon exhibits.

Of the total more than \$60,000,000 in the capital, surplus and profits account of the Bank of Italy.

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